

PACIFIC FRUIT EXPRESS COMPANY

May News Letter

San Francisco, May 23, 1955

ALL P.F.E. EMPLOYEES:

P.F.E. Loadings

	1955			1954		
	<u>PFE Cars</u>	<u>Foreigns</u>	<u>Total</u>	<u>PFE Cars</u>	<u>Foreigns</u>	<u>Total</u>
April	23,404	1,050	24,454	24,993	1,720	26,713
Jan.- April	101,802	5,328	107,130	111,531	7,936	119,467

Continued decline in our business is reflected in the foregoing tabulation, but it is gratifying to note that 95% of all Contract Lines' loading January through April has been protected with PFE cars.

Car Situation -

PFE cars are in good supply in all Contract Lines territories. In Northern California a comfortable backlog has been accumulated well in advance of the lettuce and potato movement which has been delayed by cold and wet April weather. All PFE cars have been recalled from foreign lines' service except those releasing on PFC and SAL which are being used by the FGE Company during its peak period in Florida, extending through third week in May. By pressing all PFE cars possible into west tide at this time the use of foreign cars in May and June will be minimized.

Crop Conditions - Western Territory

Oregon: Potatoes and pears are moving in light volume from storages and should be cleaned up by mid-May. Other loadings, consisting mostly of canned goods, frozen foods and nursery stock, are at normal May level.

Northern and Central California: Lettuce movement from Salinas was set back further by rain and cold weather which continued through May 8th, after which movement picked up rapidly and good volume should continue the balance of May if markets are favorable. Bakersfield potatoes were also affected by unseasonable cold weather with light movement which should pick up rapidly after mid-May. Valencias are moving in volume from the Porterville District and should continue at this rate through May. Other loading, consisting mostly of miscellaneous vegetables, frozen foods, canned foods and wine, is at normal May level.

Southwestern District: Lettuce movement from Salt River Valley and tomato shipments from the West Coast of Mexico are almost completed.

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	PFE Cars	Foreigners	Total	PFE Cars	Foreigners	Total
April	23,404	1,050	24,454	24,993	1,750	26,743
Jan. - April	101,802	2,328	104,130	111,531	7,936	119,467

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Crop Conditions - Western Territory

Oregon: Potatoes and pears are moving in light volume from storages and should be cleaned up by mid-May. Other loadings, consisting mostly of canned goods, frozen foods and nursery stock, are at normal May level.

Northern and Central California: Lettuce movement from Salinas was set back by rain and cold weather which continued through May 6th, after which movement picked up rapidly and good volume should continue the balance of May. If markets are favorable, Bakerfield potatoes were also affected by unseasonably cold weather with light movement which should pick up rapidly after mid-May. Valleys are moving in volume from the Forterville District and should continue at this rate through May. Other loadings, consisting mostly of miscellaneous vegetables, frozen foods, canned foods and wine, is at normal May level.

Southwestern District: Lettuce movement from Salt River Valley and other shipments from the West Coast of Mexico are almost completed.

Watermelons and cantaloupes are moving in light volume from the West Coast of Mexico and should continue through May. Carrot shipments from Yuma and Imperial Valleys have been light due to poor markets. Cantaloupe crops from these sections are late due to adverse weather and first shipments are not expected until end of May. Citrus from the Los Angeles-Oxnard section and other loading, consisting mostly of miscellaneous vegetables and frozen foods, is at normal May level.

T&NO: Adverse weather has retarded maturity of tomato and cantaloupe crops in the Rio Grande Valley but shipments are now getting underway. Onion shipments from the Eagle Pass section have started and bulk of crop is expected to move in May. Cantaloupe shipments from Mexico through Laredo are about finished and will be followed by pineapples. Other loading is at normal May volume.

Crop Conditions Along Union Pacific

The remainder of Idaho potatoes is moving in normal volume and storages will be almost emptied by the end of May. Rainfall in southwestern Idaho and eastern Oregon has relieved the uneasiness felt over the water situation. In most areas the ground was well soaked which will conserve reservoir supplies. Pear loading from Northwestern District is practically finished. Apple movement will continue at a low rate through the month. Miscellaneous commodities, mostly beer and frozen foods, will continue in normal summer volume.

In Eastern District potato movement is about completed, leaving little but miscellaneous westbound shipments from Missouri River points during the balance of May.

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Waukesha Mechanical Refrigeration Units

The following data is presented here so that you may be informed of the basic details of the new Waukesha refrigeration units being applied to a few Fruit Growers Express (FHIX) and Santa Fe refrigerator cars.

The unique features of this product is the ease of installation or removal, and its adaptability to existing rolling stock. The power unit slides on tracks suspended under the car floor and is removable without disturbing the cooling-heating units. The latter are installed through a hatch opening, and one or two may be used in each car. These also are self-contained and can be removed readily with a crane.

This equipment installed consists of two major parts -

1. The Power Unit comprising the Waukesha 20-KW Diesel "enginotor":

A 6-cylinder engine developing 42 HP at 1200 RPM with 12-volt starting system.
20-KW, 220 volt, 3-phase, 60-cycle alternator direct-connected on engine shaft.

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In Eastern District potato movement is about completed, leaving little but miscellaneous westbound shipments from Missouri River points during the balance of May.

Waukegan Mechanical Refrigeration Units

The following data is presented here so that you may be informed of the basic details of the new Waukegan refrigeration units being applied to a few Fruit Growers Express (FHX) and Santa Fe refrigerator cars.

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This equipment installed consists of two major parts -

1. The Power Unit comprising the Waukegan 20-KW Diesel "generator";

A 6-cylinder engine developing 42 HP at 1200 RPM with 12-volt starting system.
20-KW, 220 volt, 3-phase, 60-cycle alternator direct-connected on engine shaft.

2. Cooling-heating units:

Condensing section (above roof of car).

6-HP, 1750-RPM, 3-phase, 60-cycle motor and 3 cylinder compressor in a hermetic unit.

High capacity Finned-tube air cooled condenser with 3/4-HP motor fans.

Refrigerant receiver equipped with sight glass and shut-off valves.

Electric-operated temperature controls mounted under car, range -10° F to plus 70° F.

Refrigerant - Freon 12 (22 lbs. capacity).

Evaporating section (below roof of car).

Evaporator - high capacity Finned-tube, multipass, counter-flow.
Fins 8 per inch.

Fan - integral 3/4-HP fan draws air over Evaporator.

Heater - 4-KW electric heat, thermostatically controlled.

Defrost - fully automatic, electrically controlled hot gas.

At 90° ambient temperature and a car temperature of 0° F. the units are said to have a total refrigerating capacity of 36,000 BTU/hr (18,000 each unit). At 90° ambient and -10° F. car temperature the capacity is 24,000 BTU/hr (12,000 each unit).

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"We cannot always oblige, but we can always
speak obligingly."

-Voltaire

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Our Detroit General Agency is the subject of this month's attachment to the News Letter. This Agency is under the direction of Mr. C. J. Weber, General Agent.

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K. V. PLUMMER

Attachment

2. Cooling-heating units:

Condensing section (above roof of car).

6-HP, 1750-RPM, 3-phase, 60-cycle motor and 3 cylinder compressor in a hermetic unit.
High capacity finned-tube air cooled condenser with 3/4-HP motor fans.
Refrigerant receiver equipped with sight glass and shut-off valves.
Electric-operated temperature controls mounted under car, range -10° F to plus 70° F.

Refrigerant - Freon 12 (22 lbs. capacity).

Evaporating section (below roof of car).

Evaporator - high capacity finned-tube, multipass, counter-flow.
Fins 5 per inch.

Fan - integral 3/4-HP fan draws air over evaporator.
Heater - 4-KW electric heat, thermostatically controlled.
Defrost - fully automatic, electrically controlled hot gas.

At 90° ambient temperature and a car temperature of 0° F.
the units are said to have a total refrigerating capacity of 36,000
BTU/hr (18,000 each unit). At 90° ambient and -10° F. car temperature
the capacity is 24,000 BTU/hr (12,000 each unit).

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K. V. PLUMMER

Attachment

DETROIT GENERAL AGENCY

Forty years ago the Detroit wholesale market was composed of a dozen receivers doing business at Griswold & Woodbridge Streets in the downtown area, not served by any railroad. Merchandise had to be hauled from the Grand Trunk and Michigan Central Railroads.

In later years the industry established itself along the Detroit River between 10th and 12th Streets, on the Michigan Central, and later expanded across 12th Street, served by the Pere Marquette and Wabash Railroads. Produce was delivered direct from cars, except that sold through Auction. Store and warehouse space was inadequate as carlot receivers increased with the population growth. Perishables were sold to secondary wholesalers who had built stores around the Farmers Market on the east and west side of the city. These markets are still in existence and known as the Eastern and Western Markets.

The ever-growing population of Metropolitan Detroit, comprising Oakland, Macomb and Wayne Counties, compelled enlargement of carlot and auction facilities - a unified terminal was the solution. A committee was appointed to work with other carriers and The Detroit Union Produce Terminal came into a reality when Pere Marquette (now C&O), Pennsylvania and Wabash offered to serve, through a Belt Line, a site selected three miles west of 12th Street. The facility is open to cars arriving on Grand Trunk and Michigan Central. This was in 1929.

The Detroit Union Produce Terminal at 7201 West Fort St. occupies a fully developed area of about 26 acres. There are two buildings, each 70 feet by 1044 feet and two stories high; offices and Auction on the second floor in "A" building, while in "B" building offices and tomato repacking rooms occupy the second floor. A part of the "B" building's first floor is used for repacking tomatoes and banana rooms. There are 2048 feet of bulk delivery platforms, 9936 feet of produce inspection platforms, 4416 feet of icing platforms built in conjunction with the inspection platforms, about 70,000 square yards of concrete paving, and approximately 10 miles of tracks. Additionally some 14 acres are not yet developed.

Buildings are of reinforced concrete, brick faced. Office buildings are three bays wide. The third bay area of the second floor in each building is occupied by a low roof, over one side of the first floor, which is provided with a continuous row of flat skylights to assure daylight for the center bay of the produce display floor below. The display floor is not partitioned, and receivers are allotted space based on number of carloads handled.

Bulk delivery, inspection and icing:

The two bulk delivery platforms have an average length of 1024 feet, are 10 feet wide, and are covered.

Inspection yard has nine covered platforms each 1104 feet long; five are $4\frac{1}{2}$ feet wide, four are double-decked eight feet wide. In these latter platforms the upper deck is used for car icing operations.

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The Detroit Union Produce Terminal at 7201 West Fort St. occupies a fully developed area of about 25 acres. There are two buildings, each 70 feet by 104 feet and two stories high; offices and Auction on the second floor in "A" building, while in "B" building offices and tomato repacking rooms occupy the second floor. A part of the "B" building's first floor is used for repacking tomatoes and banana rooms. There are 2048 feet of bulk delivery platforms, 9936 feet of produce inspection platforms, 1416 feet of icing platforms built in conjunction with the inspection platforms, about 70,000 square yards of concrete paving, and approximately 10 miles of tracks. Additionally some 14 acres are not yet developed.

Buildings are of reinforced concrete, brick faced. Office buildings are three bays wide. The third bay area of the second floor in each building is occupied by a low roof, over one side of the first floor, which is provided with a continuous row of floor skylights to assure daylight for the center bay of the produce display floor below. The display floor is not partitioned, and receivers are allotted space based on number of carloads handled.

Bulk delivery, inspection and icing:

The two bulk delivery platforms have an average length of 1024 feet, are 10 feet wide, and are covered.

Inspection yard has nine covered platforms each 1104 feet long; five are 45 feet wide, four are double-decked eight feet wide. In these latter platforms the upper deck is used for car icing operations.

In the icing operation, cakes of ice move from east to west on electrically operated chain conveyors. Ice is brought to the terminal by car and truck and elevated to upper deck.

Iced vegetables and a few other commodities are sold from samples on the display floor. Dry merchandise in most cases is unloaded entirely on display floor. All cars for unloading into either house are placed after 6 PM and empties are switched out prior to opening of the market to permit secondary wholesalers to load their trucks. There are four tracks serving each building.

The Detroit Union Produce Terminal is on one of our main highways. It was constructed in one hundred days and cost \$5,000,000. The Green Real Estate Co., a subsidiary of the three railroad owners, operates the terminal.

Shortly after construction was under way the Michigan Central proceeded to erect a \$1,500,000 building on the old site at 12th Street. However, since receivers had signed to move to the new Detroit Union Produce Terminal this Michigan Central venture was a costly one. Later a few did return but not for long, and they all became united and remained at the Detroit Union Produce Terminal. The principal chain stores remained on the Michigan Central.

Carload unloads of fresh fruits and vegetables in Detroit:

	<u>1952</u>	<u>1953</u>	<u>1954</u>
Rail	30,587	31,700	31,577
Truck #	5,057	5,485	6,242

Adjusted to carload equivalent.

Truck loads are restricted through the Detroit Union Produce Terminal. Only Michigan commodities and hot house cucumbers and tomatoes from Indiana and Ohio are sold therein.

Diversions:

TWX service is in use. It gives direct protection to over 90% of diversions tendered. 1952 through 1954 over 5,900 diversions were handled.

Passings:

Information is furnished voluntarily to all receivers on shipments originating on contract lines, including all concentration departures, subsequent passings, set-outs and pick-ups on bad ordered cars, as well as traffic interruptions. Information is disseminated via Western Union, telephone or mail. Our Chicago office transmits intermediate passings to receivers in Michigan west of Battle Creek and Lansing because of faster Western Union service.

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The Detroit Union Produce Terminal is on one of our main highways. It was constructed in one hundred days and cost \$2,000,000. The Green Real Estate Co., a subsidiary of the three railroad owners, operates the terminal.

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Carload unloads of fresh fruits and vegetables in Detroit:

	1954	1953	1952
Truck #	31,577	31,700	30,587
Rail	6,242	5,482	5,027

Adjusted to carload equivalent.

Truck loads are restricted through the Detroit Union Produce Terminal. Only Michigan commodities and hot house cucumbers and tomatoes from Indiana and Ohio are sold therein.

Divergence:

TWX service is in use. It gives direct protection to over 90% of divergences tendered. 1952 through 1954 over 5,900 divergences were handled.

Passings:

Information is furnished voluntarily to all receivers on shipments originating on contract lines, including all concentration departures, subsequent passings, set-outs and pick-ups on bad ordered cars, as well as traffic interruptions. Information is disseminated via Western Union, telephone or mail. Our Chicago office transmits intermediate passings to receivers in Michigan west of Battle Creek and Lansing because of faster Western Union service.

Frozen Foods:

This business is growing rapidly. Michigan is also a factor in processing and shipping frozen foods, principally sour cherries and various varieties of berries. Most of it has been sold to California and in the Pacific Northwest. P.F.E. supers and mechanical cars have been furnished during shipping seasons.

Car Service:

Daily mail reports are submitted to Mr. R. J. Keating covering all empty and loaded cars passing through the Detroit gateway.

Yard offices in Detroit are checked five days a week. Windsor, Ont. is checked monthly. Monthly car checks of empties are made by representative of this office at Durand, Flint, Kalamazoo and Saginaw. Periodically car checks are made at Battle Creek; Bay City, Davison, Fremont, Grand Rapids, Jackson, Lansing, Muskegon, Owosso, Petoskey, Port Huron and five Canadian cities.

Other activities - personal contacts with receivers and shippers in Lower Peninsula of Michigan and assigned territory in Canada promoting favorable routing of eastbound traffic. Also, every effort is made to induct empties for loading westbound.

Our office is located in the center of "A" building of the Detroit Union Produce Terminal.

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Other activities - personal contacts with receivers and shippers in Lower Peninsula of Michigan and assigned territory in Canada promoting favorable routing of eastbound traffic. Also, every effort is made to insure empties for loading westbound.

Our office is located in the center of "A" building of the Detroit Union Produce Terminal.